

Message Text

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ORIGIN EUR-12

INFO OCT-01 ISO-00 L-03 CAB-02 CIAE-00 COME-00 DODE-00
DOTE-00 EB-07 INR-07 NSAE-00 EPG-02 FAA-00 INRE-00
SSO-00 /034 R

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EB/AVP:JROBERTS
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FM SECSTATE WASHDC
TO AMEMBASSY BONN IMMEDIATE
USMISSION USBERLIN IMMEDIATE
INFO AMEMBASSY BERLIN IMMEDIATE
AMEMBASSY LONDON
AMEMBASSY PARIS

C O N F I D E N T I A L STATE 135418

E.O. 11652:GDS

TAGS: PFOR, EAIR, US, UK, FR, UR, GE

SUBJECT: FLIGHT OF US REGISTERED AIRCRAFT TO SCHOENEFELD
REF: USBERLIN 2631 (1976)

1. DEPT HAS RECEIVED INQUIRY FROM INTERNATIONAL AIRCRAFT
LEASING (IAL) OF NEWBURGH, NEW YORK, ASKING ABOUT FLIGHT
PROCEDURES TO FLY LOAD OF 130 CATTLE AND 25 SHEEP FROM
STEWART AIRPORT, NEW YORK, TO SCHOENEFELD AIRPORT, GDR.
IAL WOULD USE BOEING 707, US REGISTRY N9985F, WITH US CREW.
THEIR PLANS CALL FOR DEPARTURE STEWART 2300Z TUESDAY JUNE
14; ETA SCHOENEFELD 1000Z WEDNESDAY, JUNE 15; ETD 1200Z
JUNE 15. AT DEPT'S REQUEST, IAL EXPLORED WITH US BROKER
POSSIBILITY OF LANDING AT OTHER DESTINATION IN GDR, EG
LEIPZIG, BUT GDR INSISTENT ON SCHOENEFELD.

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2. BEFORE CHECKING WITH DEPT, IAL HAD DISPATCHED TELEX
REQUEST TO GDR CIVIL AVIATION AUTHORITY AT SCHOENEFELD
REQUESTING AUTHORIZATION FOR FLIGHT. REQUEST WAS IN FORMAT
SHOWN IN JEPPESEN MANUAL FOR EASTERN EUROPE AND SHOWED
ROUTING VIA HAMBURG-BERLIN CORRIDOR. IAL RECEIVED GDR
REPLY APPROVING FLIGHT.

3. DEPT HAS INFORMED IAL OF QUESTIONS WHICH THEIR FLIGHT RAISES FOR THE BERLIN AIR REGIME. WE HAVE TOLD IAL THEIR REQUEST MUST BE CONSIDERED BY ALLIED REPS IN BONN. IAL IS PREPARED TO FLY NORTH-SOUTH ROUTE AND IS AWAITING INSTRUCTIONS.

4. WE BELIEVE THAT FLIGHT SHOULD BE AUTHORIZED BUT QUESTION OF ROUTING MUST ALSO BE DECIDED. WHILE WE REALIZE THERE ARE ARGUMENTS IN FAVOR OF THE CORRIDOR ROUTE USING THE LOT PROCEDURES, WE ARE INCLINED TO FAVOR A NORTH-SOUTH ROUTING VIA THE BALTIC. THIS WOULD OBIVIATE NEED FOR CORRIDOR BRIEFING AND WOULD AVOID IMPLICATION OF FLIGHT AUTHORIZATION ALREADY GRANTED THAT GDR PERMISSION NECESSARY FOR USE OF CORRIDOR. PRESUMABLY THIS ROUTING WOULD ALSO BE MORE PALATABLE TO BRITISH, WHO IN THE PAST HAVE BEEN MOST RELUCTANT TO APPROVE CORRIDOR FLIGHTS TO SCHOENEFELD. IF THE NORTH-SOUTH ROUTING IS USED, WE BELIEVE PILOT SHOULD BE INSTRUCTED TO REPORT IN TO BARTCC WHEN ENTERING AND LEAVING THE BCZ, AND CARD SHOULD PASSED IN THE BASC.

4. FOR BONN: REQUEST US REP RAISE QUESTION OF IAL FLIGHT IN BONN GROUP ON URGENT BASIS, AND SEEK ALLIED AGREEMENT ON ROUTING AND PROCEDURES.

5. FOR USBERLIN: ON ASSUMPTION NORTH-SOUTH ROUTING WILL BE FOLLOWED, REQUEST MISSION PROVIDE DEPT APPROPRIATE DETAILED INSTRUCTIONS FOR PILOT AS WAS DONE
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IN CASE OF FLIGHT OF US AIRCRAFT FROM TURIN TO BERLIN
(USBERLIN 2631 (1976)). VANCE

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NNN

Message Attributes

Automatic Decaptioning: X
Capture Date: 01-Jan-1994 12:00:00 am
Channel Indicators: n/a
Current Classification: UNCLASSIFIED
Concepts: LIVESTOCK, AIR TRANSPORTATION, LANDING RIGHTS
Control Number: n/a
Copy: SINGLE
Sent Date: 11-Jun-1977 12:00:00 am
Decaption Date: 01-Jan-1960 12:00:00 am
Decaption Note:
Disposition Action: RELEASED
Disposition Approved on Date:
Disposition Case Number: n/a
Disposition Comment: 25 YEAR REVIEW
Disposition Date: 22 May 2009
Disposition Event:
Disposition History: n/a
Disposition Reason:
Disposition Remarks:
Document Number: 1977STATE135418
Document Source: CORE
Document Unique ID: 00
Drafter: GACHESTER:DHT
Enclosure: n/a
Executive Order: GS
Errors: N/A
Expiration:
Film Number: D770208-0631
Format: TEL
From: STATE
Handling Restrictions: n/a
Image Path:
ISecure: 1
Legacy Key: link1977/newtext/t19770666/aaaacfrn.tel
Line Count: 99
Litigation Code IDs:
Litigation Codes:
Litigation History:
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